



## **3636 Innes Road**

Planning Rationale + Design Brief  
Zoning By-law Amendment  
July 31, 2024



Prepared for Glenview Homes

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## Executive Summary

Fotenn Planning + Design (“Fotenn”) has been retained by Glenview Homes (“Glenview”) to prepare this Planning Rationale and Design Brief in support of a Zoning By-law Amendment application to rezone the northeast portion of the property municipally known as 3636 Innes Road (“the subject property”) in the Orléans community of the City of Ottawa to an “Arterial Mainstreet Subzone 10, Height Limit of 13.5 Metres, with a site-specific exception (AM10 H(13.5) [XXXX])” zone. The proposed amendment will allow for the rezoned portion of the subject property to be severed from the remainder of the parcel.

In considering the proposed amendment and applicable policy framework, it is Fotenn’s professional opinion that the enclosed Zoning By-law Amendment application to rezone the northeast portion of the subject property to an Arterial Mainstreet designation represents good planning and is in the public interest for the following reasons:

- / The proposed amendment is consistent with the Provincial Policy Statement 2020, proposing the rezoning of a property within a built-up area with transit access, where infrastructure and services are planned or available;
- / The proposed amendment conforms to the City of Ottawa Official Plan policies, particularly as they relate to the Suburban Transect, the Mainstreet Corridor designation, and urban design.
- / The proposed Arterial Mainstreet Subzone 10, Height Limit of 13.5 metres, with a site specific exception is appropriate, given the subject property’s location along a Mainstreet Corridor. Although conceptual at this stage, the proposed plan meets all of the provisions of the AM10 zone in the City of Ottawa Zoning By-law (2008-250);
- / The concept plan advances City’s Urban Design Guidelines for Development along Arterial Mainstreets;
- / The proposed amendment is supported by the submitted plans and technical studies.

## 2.0 Introduction

Fotenn Planning + Design (“Fotenn”) has been retained by Glenview Homes (“Glenview”) to prepare this Planning Rationale and Design Brief in support of a Zoning By-law Amendment application to rezone a portion of the property municipally known as 3636 Innes Road (“the subject property”) in the Orléans community of the City of Ottawa to an “Arterial Mainstreet Subzone 10, Height Limit of 13.5 Metres, with a site-specific exception (AM10 H(13.5) [XXXX])” zone. The proposed amendment will allow for the rezoned portion of the subject property to be severed from the remainder of the parcel.

In addition to this Planning Rationale and Design Brief, the following materials have been prepared and enclosed under separate cover as part of this application submission:

- / Concept Plans (including Conceptual Site Plan, Section Drawings, Floor Plans, and 3D Views), prepared by Fotenn Planning + Design, dated July 23, 2024;
- / Plan of Survey, prepared by Farley, Smith & Denis Surveying Ltd., dated August 29, 2014, Revision dated March 16, 2016;
- / Plan 4R-35585, prepared by J.D. Barnes, dated July 20, 2023, and deposited July 27, 2023.
- / Serviceability Report, prepared by Novatech, dated December 20, 2023;
- / Phase I Environmental Site Assessment, prepared by Paterson Group, dated November 13, 2023;
- / Geotechnical Investigation, prepared by Paterson Group, dated July 13, 2023.

# 3.0 Site Context and Surrounding Area

## 3.1 Site Context

The subject property, municipally known as 3636 Innes Road, is located in the Orléans South-Navan Ward (Ward 19) of the City of Ottawa. As seen in Figure 1, the subject property an irregular shaped parcel with a lot area of approximately 34,470 square metres and a lot frontage of 154.3 metres along Innes Road. The existing parcel is largely occupied by a U-Haul self-storage and truck and trailer rental facility.

The portion of the property that is to be rezoned (outlined in orange in Figure 1 below) occupies the northeastern portion of the subject property and has a site area of approximately 1,165.5 square metres, with a lot frontage of 30.67 metres along Innes Road. The parcel, which is currently occupied by a sales centre for Glenview Homes' The Commons neighbourhood, is municipally known as 3646 Innes Road.



Figure 1: Aerial photo of the subject property and surrounding area

## 3.2 Surrounding Area

The following land uses are located in proximity to the subject property:

**North:** The subject property is bounded by Innes Road, a wide arterial road with a full range of transportation facilities, followed by light commercial uses along Innes Road and low-rise residential uses and parkland further north.

**East:** The subject property is bordered by a large undeveloped parcel with light industrial zoning, further east of which is the northern edge of the future Fern Casey Street. To the east of the future Fern Casey Street are a variety of commercial uses, most of which are in an outdoor shopping centre format with large surface parking areas.

**South:** To the south are vacant lands that are vacant, rezoned lands, some of which are in the process of being developed with low-rise residential uses.

**West:** To the west are a mix of uses along Innes Road, including commercial uses (including a new car wash facility), detached dwellings, vehicle storage, and a retirement home. Further west is a low-rise residential neighbourhood.

### 3.3 Road Network

The subject property fronts on to Innes Road, which is classified as an ‘Arterial’ Road, leading to central Ottawa to the west. Arterial Roads are the major roads of the City that carry large volumes of traffic over the longest distance.

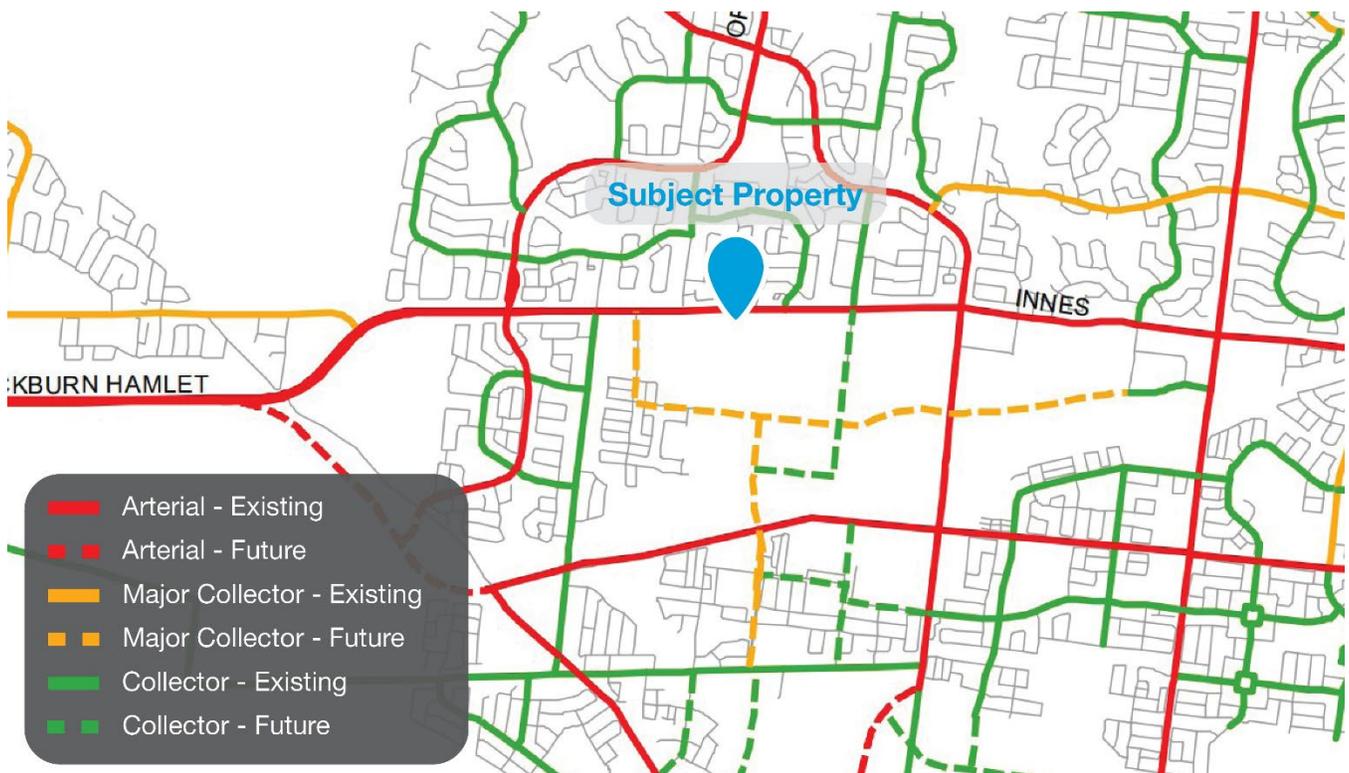


Figure 2: Subject property on Schedule C4 – Urban Road Network.

### 3.4 Transit Network

As seen in Figure 3, the portion of Innes Road running along the subject property is classified as a ‘Transit Priority Corridor’ on Schedule C2 of the Official Plan. These are corridors where frequent street transit is provided and are equipped with a set of coordinated transit priority measures that give transit vehicles preferential treatment over other vehicles. Innes Road leads to the nearby Jeanne D’Arc Boulevard, another ‘Transit Priority Corridor’, which links to the O-Train Light Rail Train (LRT) network and a future east-west Bus Rapid Transit (BRT) corridor running further south.

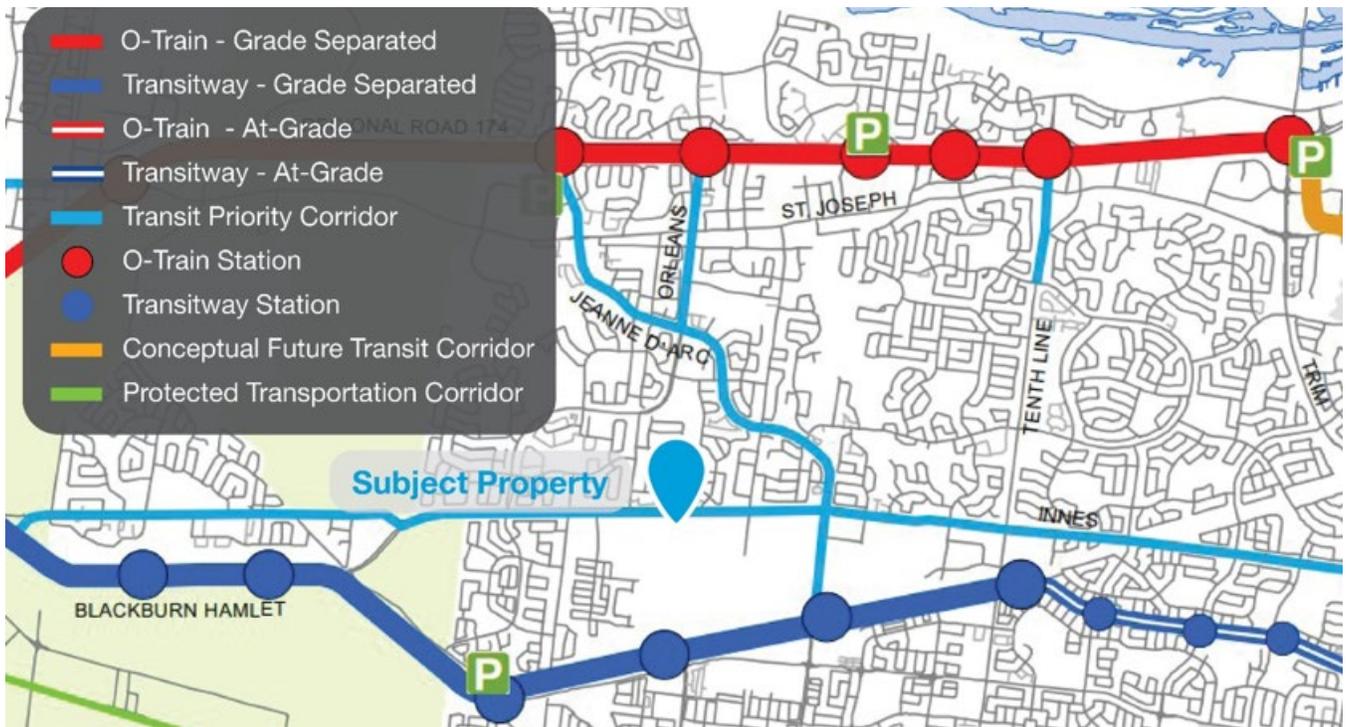


Figure 3: Subject property on Schedule C2 – Transit Network Ultimate of the City of Ottawa Official Plan.

### 3.5 Active Transportation Network

As seen in Figure 4, the subject property is located within one (1) kilometre of Major Pathways to the east and south of the property, providing connections to the greater active transportation network in Orléans.

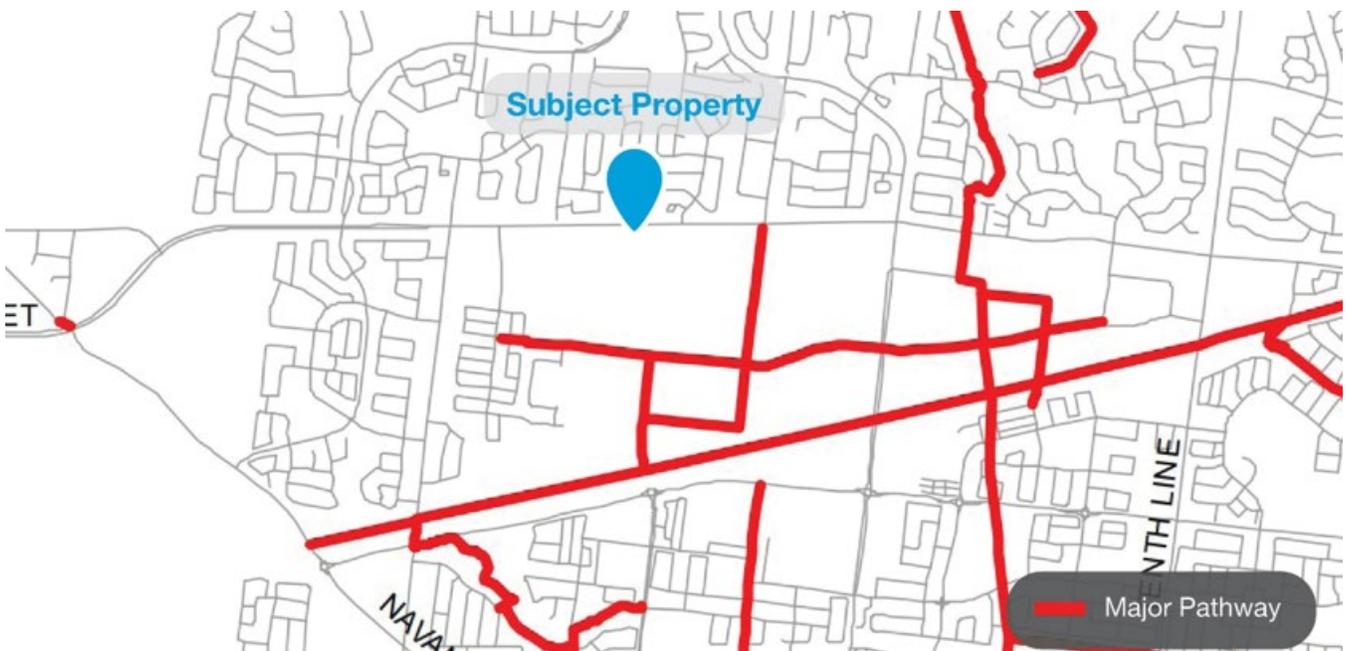


Figure 4: Subject property on Schedule C3 - Active Transportation Network of the City of Ottawa Official Plan.

# 4.0 Proposed Development

## 4.1 Overview

Glenview is proposing to rezone the northeast corner of the subject property from its existing “Light Industrial Subzone 2, Height Limit of 14 metres with a holding symbol” zone to an “Arterial Mainstreet Subzone 10, site specific exception” so as to permit a low-rise, mixed-use building. The proposed Zoning By-law Amendment would allow for the severance of the rezoned parcel from the remainder of the subject property without the need for a minor variance for the increased lot size requirement of the Light Industrial zoning. The amendment would also better align the subject lands with the contextual zoning and the vision of the Official Plan.

The proposed conceptual development consists of a four (4) storey mixed-use building with approximately 137 square metres of ground floor commercial space fronting onto Innes Road and a total of 30 dwelling units.

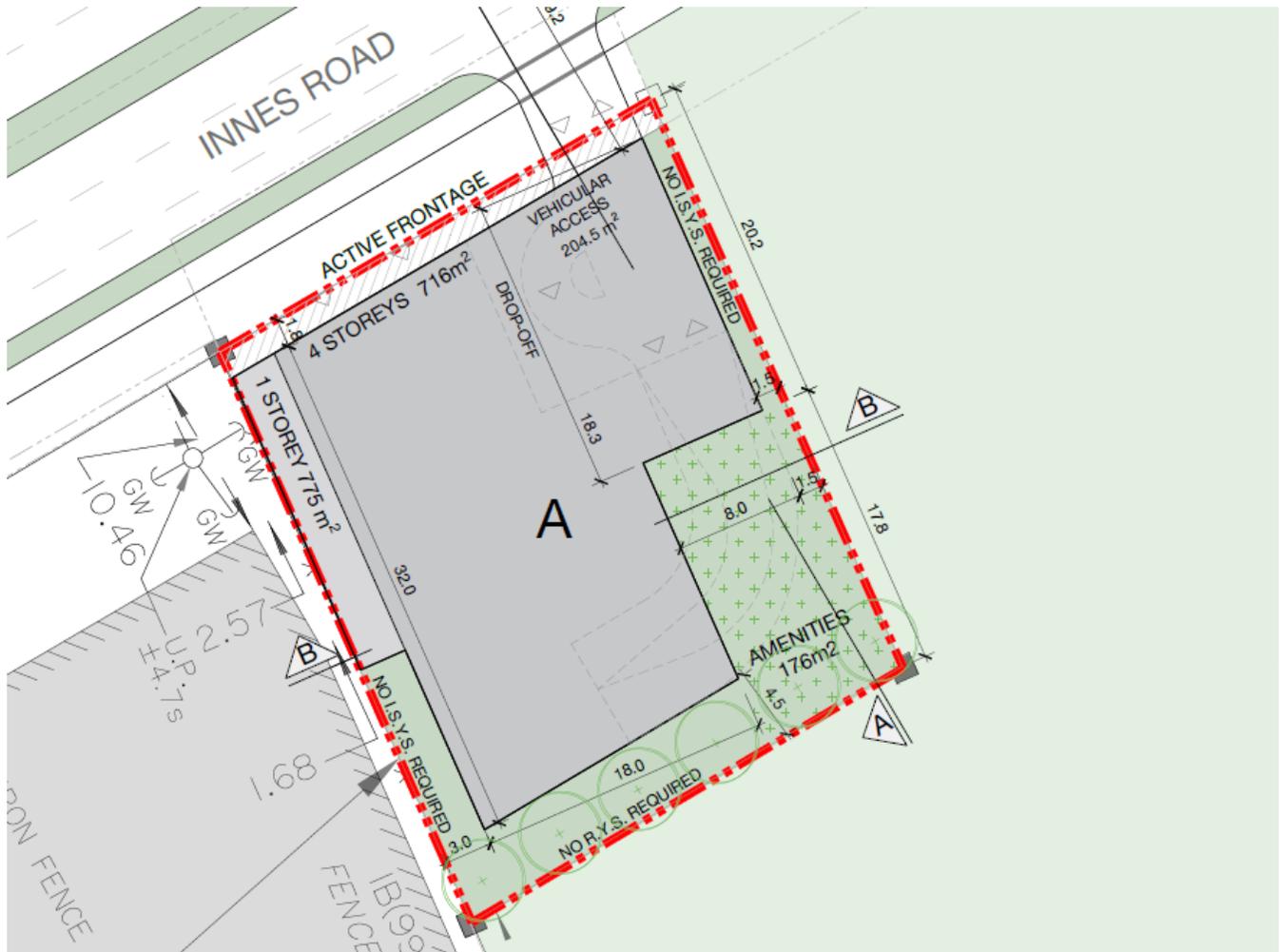


Figure 5: Excerpt from the Concept Plan of the proposed development

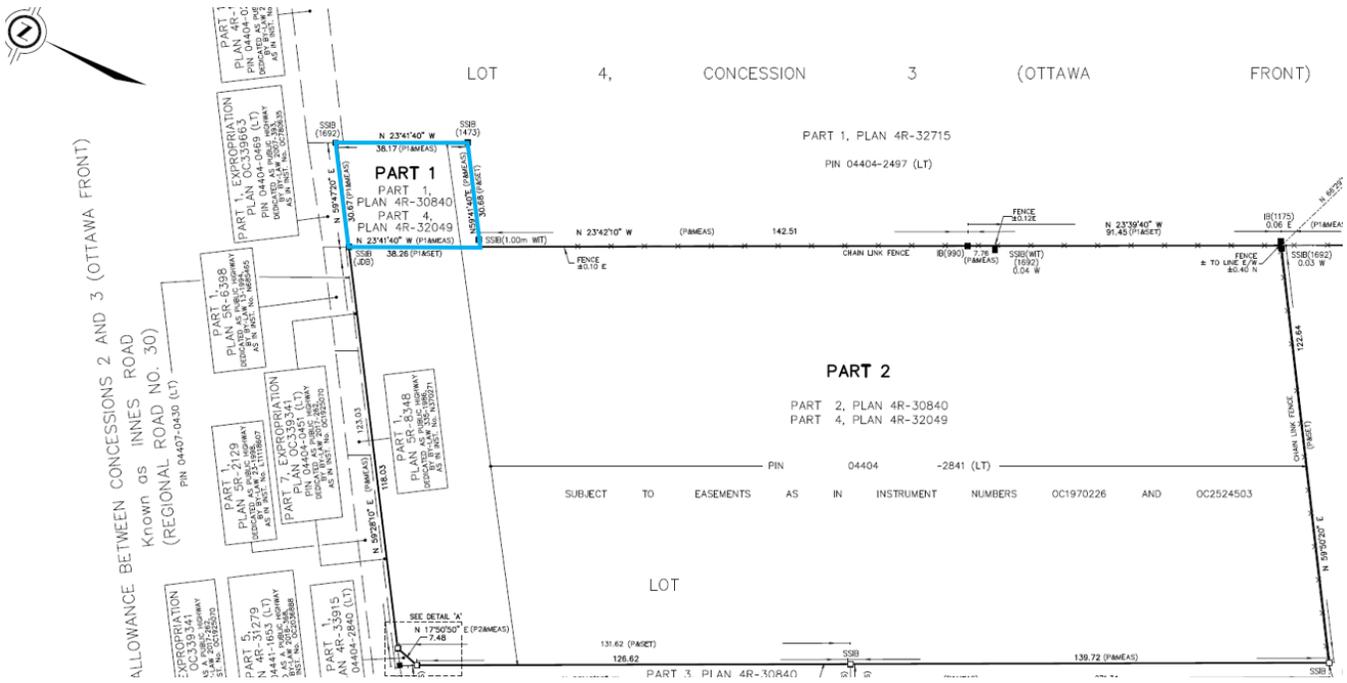


Figure 6: Except from Plan 4R-35585 (the subject property consists of Part 1 and 2; the parcel to be severed is outlined in blue and identified as Part 1)

## 4.2 Massing and Scale

The conceptual building is designed to be oriented toward Innes Road, so as to provide a human-scaled, active street frontage along the public right-of-way. The concept will incorporate a minimal setback from the front lot line; minimal interior side yard setbacks from the west (zero metres for the first storey, where a retail component is located, increasing to three (3) metres for the upper floors) and east (1.5 metres) lot lines so as to provide a continuous street frontage along Innes Road.

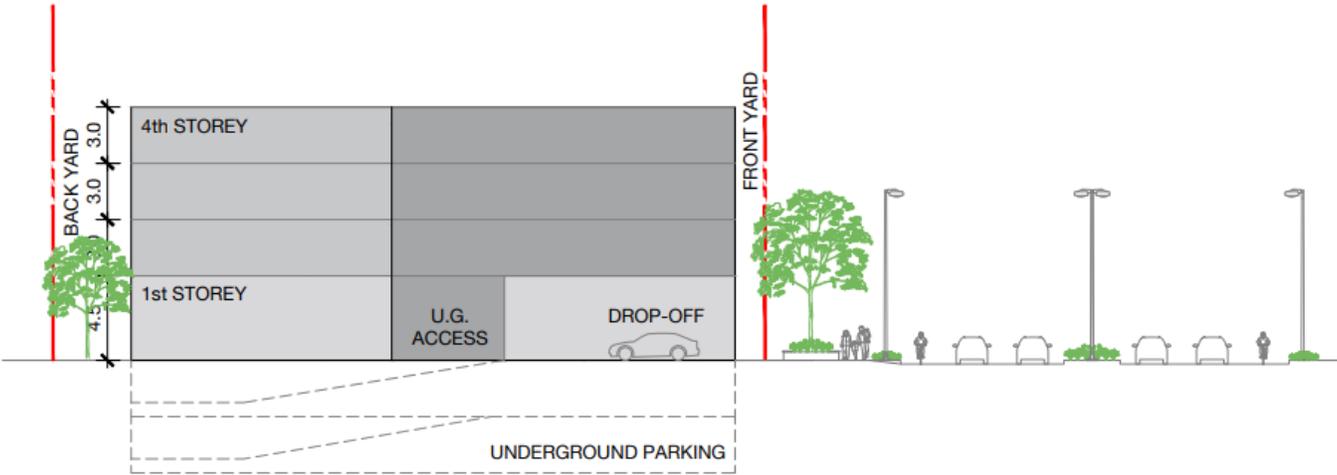
The concept will incorporate a minimum rear yard setback of 4.5 metres (above and below grade) to ensure adequate separation from potential future land uses further to the south and to allow for a viable rear landscaped area that can accommodate tree planting. An increased setback is proposed to be provided in the parcel's southeast corner so as to provide communal rear yard amenity space.

The concept plan envisions a building height of four (4) storeys; given the low-rise building height and the absence of nearby sensitive uses, no significant microclimate, shadowing, or privacy impacts are anticipated. Such a development would provide an appropriately designed, dense development providing an active frontage along Innes Road, albeit at a height that will fit in well with the surrounding area's existing low-rise context.



Figure 7: 3D views of the proposed development concept and surrounding area

### SECTION A



### SECTION B

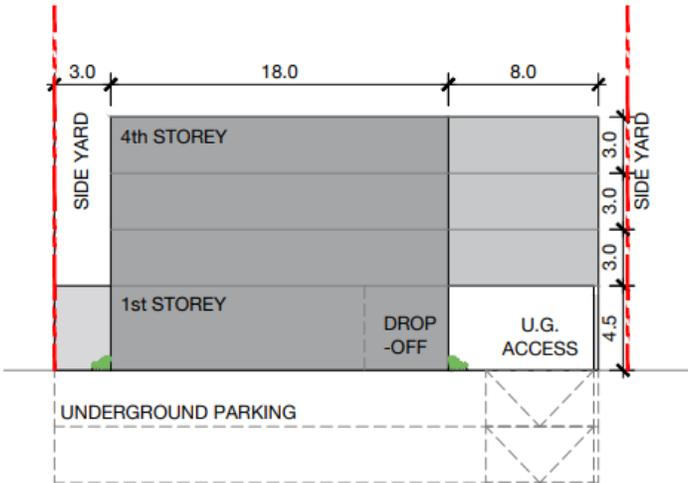


Figure 8: Section drawings of the proposed development concept and the abutting Innes Road public right-of-way

### 4.3 At-Grade Experience, Ground Floor and Upper Floors

The ground floor of the concept plan will incorporate a 137 square metre retail space facing Innes Road, which will help provide an active street frontage along the public right-of-way. The ground floor will also include an indoor amenity space and three (3) dwelling units, which are located at the rear of the building. An at-grade driveway will provide access to a covered drop-off area and an underground parking garage, with the upper floors being built over the driveway and drop-off area to increase the proposed development’s massing.

An additional 176 square metres of communal amenity space will be provided in the southeast area of the rear yard.

The second, third and fourth floors will each incorporate nine (9) dwelling units. Many of these units will be primarily oriented toward the north or south so as to allow for a more continuous east-west street frontage along Innes Road and minimize impacts from minimal side yard setbacks.

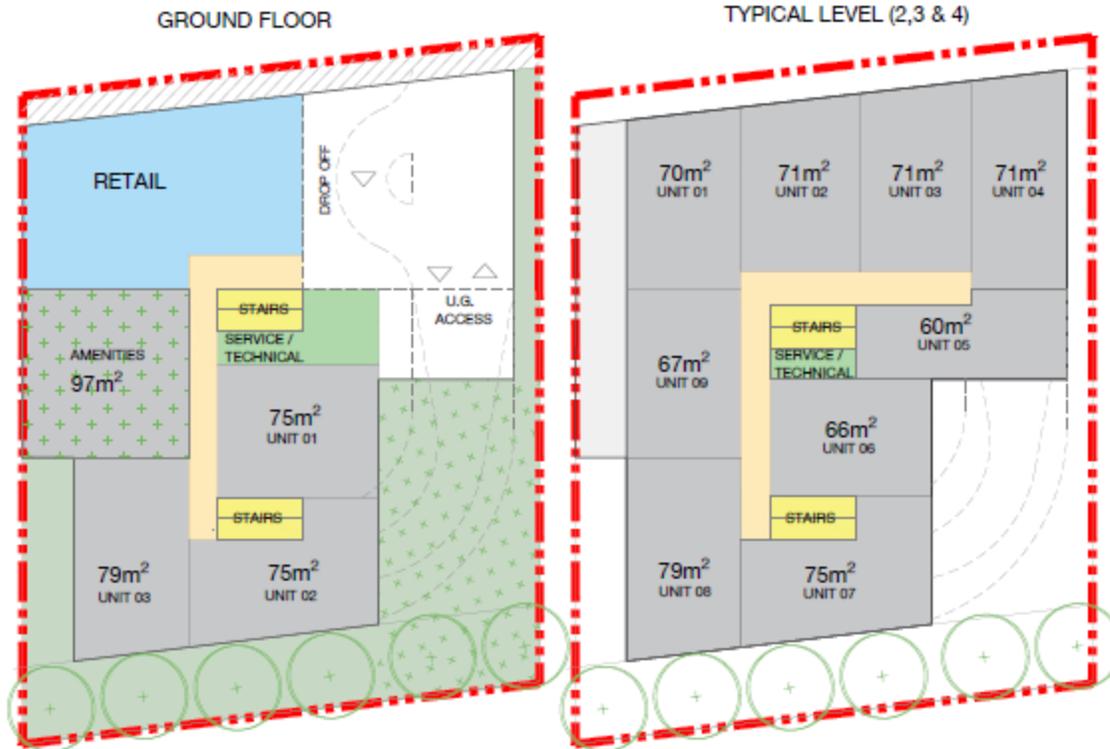


Figure 9: Areas Distribution Diagram of the Concept Plan's ground floor (left) and typical upper (2, 3, 4) levels (right)

#### 4.4 Access and Parking

The eastern portion of the proposed concept's ground floor will consist of a driveway providing direct vehicle access to and from Innes Road, with additional space being provided for a drop-off area. The driveway is proposed to lead to an underground parking garage providing an estimated 44 parking spaces. Approximately 33 spaces will be allocated to residents (at least one space per unit), with six (6) spaces being provided for visitors and five (5) spaces being provided for the ground floor retail use. The underground parking garage is anticipated to be two (2) floors in depth. The parking garage will be set back four and a half (4.5) metres from the rear lot line in order to provide sufficient soil volume for potential tree planting in the rear yard.

TYPICAL PARKING LEVEL (P1 & P2)

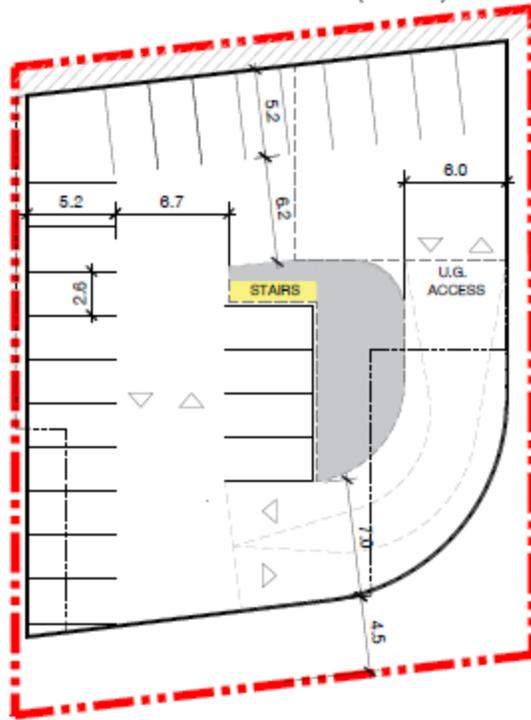


Figure 10: Typical Parking Level Plan

## 5.0 Policy and Regulatory Framework

### 5.1 Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest related to land use planning and development. The Planning Act requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

The PPS emphasizes intensification in built-up areas to promote the efficient use of land and existing infrastructure and public service facilities to avoid the need for unjustified and uneconomic expansion. To achieve this goal, planning authorities are to identify and promote opportunities for intensification and redevelopment. The relevant policy interests to the current application are as follows:

The proposed concept meets the following policies of the PPS, among others:

- 1.1.1 Healthy, liveable and safe communities are sustained by:
- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
  - b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;
  - c) avoiding development and land use patterns which may cause environmental or public health and safety concerns; promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
  - e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
  - g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:
- a) efficiently use land and resources;
  - b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
  - e) support active transportation; and
  - f) are transit-supportive, where transit is planned, exists or may be developed.
- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

**The proposed amendment is consistent with the policies of the Provincial Policy Statement (2020). The proposed development is located within the City of Ottawa settlement area, on a serviced lot, along a Transit Priority Corridor and in some proximity to future LRT and BRT corridors. Given the subject property’s location directly abutting a**

**Mainstreet Corridor, the proposed amendment will facilitate future development that represents an opportunity for the efficient use of land in proximity to existing and planned amenities and services.**

## 5.2 City of Ottawa Official Plan (2022)

The Official Plan for the City of Ottawa was approved on November 4, 2022. The Plan provides a framework for the way that the City will develop until 2046 when it is expected that the City's population will surpass 1.4 million people. The Official Plan directs how the city will accommodate this growth over time and set out the policies to guide the development and growth of the City.

### 5.2.1 Strategic Directions

The Official Plan proposes five (5) broad policy directions as the foundation to becoming the most liveable mid-sized city in North America over the next century. These moves include the following:

- 1) Achieve, by the end of the planning period, more growth by intensification than by greenfield development.
- 2) By 2046, the majority of trips in the city will be made by sustainable transportation.
- 3) Improve our sophistication in urban and community design and put this knowledge to the service of good urbanism at all scales, from the largest to the very small.
- 4) Embed environmental, climate and health resiliency and energy into the framework of our planning policies.
- 5) Embed economic development into the framework of our planning policies.

**The proposed amendment responds to the Strategic Directions of the Official Plan by rezoning a property for a dense, mixed-use development within in the City's existing built-up area. The subject property is located in proximity to planned and existing public transportation and active transportation facilities.**

### 5.2.2 Cross-Cutting Issues

Some of the City's policy goals require implementation policies that span multiple themes and fall under a number of other City policies, plans, by-laws and practices. Six cross cutting issues have been identified that are essential to the achievement of a liveable city, which are implemented through the policies in multiple sections of the Official Plan:

- / Intensification
- / Economic Development
- / Energy and Climate Change
- / Healthy and Inclusive Communities
- / Gender Equity
- / Culture

**Many of the other cross-cutting issues are addressed in other City policy documents and plans, and consequently, the Official Plan needs to be read in conjunction with those other policy documents.**

### 5.2.3 Transect and Land Use Designation

#### Suburban Transect

As seen in Figure 11, the subject property is located within the Suburban Transect on Schedule A – Transect Policy Area of the City of Ottawa Official Plan. The Suburban Transect comprises neighbourhoods within the urban boundary located outside the Greenbelt. Neighbourhoods generally reflect the conventional suburban model and are characterized by the separation of land uses, stand-alone buildings, generous setbacks and low-rise building forms.

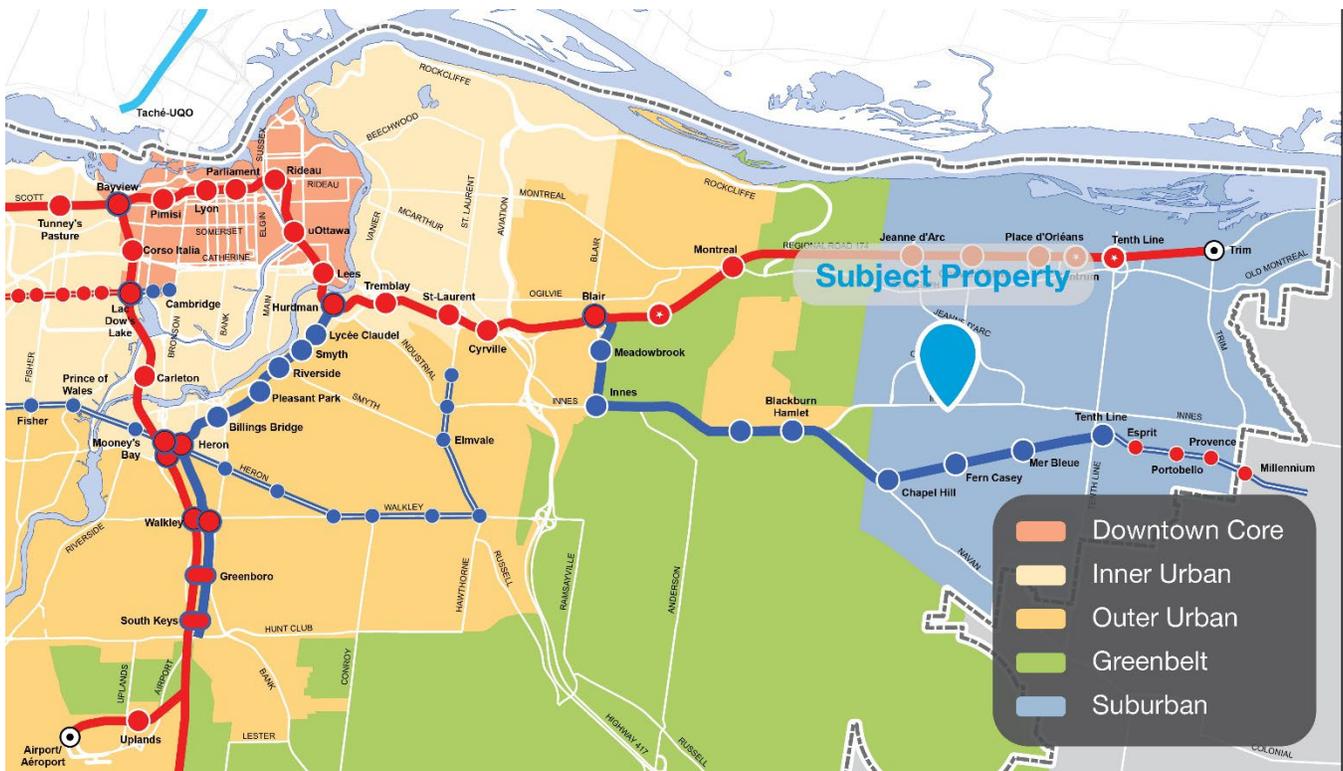


Figure 11: Subject property on Schedule A - Transect Policy Areas of the City of Ottawa Official Plan.

Policy 2(c) of Section 5.4.1 states that the Suburban Transect is generally characterized by Low- to Mid-density development. Development shall be Mid-rise along Mainstreet Corridor, however the following policy direction:

- i. Where the lot fabric can provide a suitable transition to abutting Low-rise areas, High-rise development may be permitted;
- ii. The setback requirements for buildings shall be proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on Mid-rise and High-rise built form;
- iii. The Zoning By-law may restrict buildings to a Low-rise category on lots which are too small to accommodate an appropriate height transition.

Policy 3(a) of Section 5.4.1 states that the Official Plan shall support a range of dwelling unit sizes in the Suburban Transect, including multi-unit dwellings on Corridors.

Policy 1(a) of Section 5.4.2 states shall take opportunities to support the rapid transit system through the overlay policies of this Plan by supporting the introduction of higher-density mixed-use urban environments at strategic locations close to rapid transit stations.

Policy 3 of Section 5.4.3 states that along Mainstreet Corridors, permitted building heights, except where a secondary plan or area-specific policy specifies different heights and subject to appropriate height transitions, setbacks and angular planes, maximum building heights as follows:

- a) Generally, not less than 2 storeys and up to 9 storeys; however:
- b) The wall heights directly adjacent to a street of such buildings, or the podiums of high-rise buildings shall be of a height proportionate to the width of the abutting right of way, and consistent with the objectives in the urban design section on mid-rise and high-rise built form in Subsection 4.6.6, Policies 7), 8) and 9); and,
- c) Such buildings may be limited to 4 storeys on lots too small to accommodate an appropriate height transition.

**The proposed amendment conforms with the Official Plan’s Suburban Transect Policies by providing a built form and uses that are permitted and envisioned along Mainstreet Corridors in this Transect.**

### Mainstreet Corridor Designation

The subject property is designated as ‘Mainstreet Corridor’ on Schedule B8 – Suburban (East) Transect Area (Figure 12). The Corridor designation applies to bands of land along specified streets whose planned function combines a higher density of development, a greater degree of mixed uses and a higher level of street transit service than abutting neighbourhoods, but lower density than nearby Hubs.

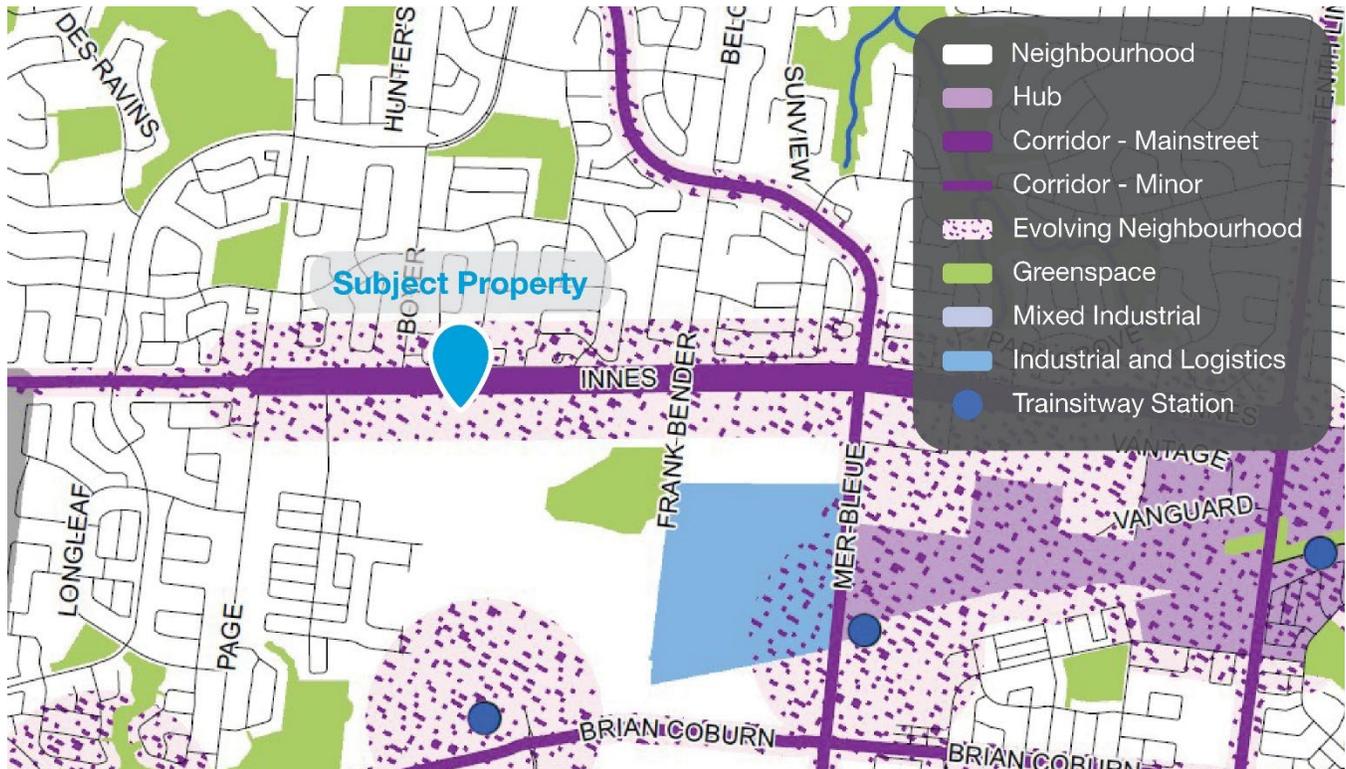


Figure 12: Subject property on Schedule B8 – Suburban (East) Transect of the City of Ottawa Plan.

Policy 2 of Section 6.2.1 states that development within the corridor shall establish buildings that locate the maximum permitted building heights and highest densities closest to the Corridor, subject to building setbacks where appropriate. Further, Section 6.2.1(a) states that development shall ensure appropriate transitions in height, use of land, site design and development character through the site, to where the Corridor designation meets abutting designations.

Policy 3 of Section 6.2.1 states that Corridors will generally permit residential uses and such non-residential uses that integrate with a dense, mixed-use urban environment.

Policy 1 of Section 6.2.2 states that in the Mainstreet Corridor designation, this Plan shall permit a mix of uses including offices. These uses are permitted throughout the building, however the Zoning By-law may require active commercial or service uses on the ground floor, which include those that support cultural development in order to maintain, extend, or create a continuous stretch of active frontages along a Mainstreet.

**The proposed amendment will allow a building height and proposed uses that are in conformity with the Official Plan’s Mainstreet Corridor policies. The proposed amendment represents a marked increase in density and height compared to the surrounding built form.**

#### 5.2.4 Urban Design

Urban Design concerns the design of both the built form and the public realm. Urban design plays an important role in supporting the City's objectives such as building healthy 15-minute neighbourhoods, growing the urban tree canopy and developing resilience to climate change. New development should be designed to make healthier, more environmentally sustainable living accessible for people of all ages, genders and social statuses.

Policy 2 of Section 4.6.5 states that development along Corridors shall respond to context, transect area and overlay policies. The development should generally be located to frame the adjacent street, park or greenspace, and should provide an appropriate setback within the street context, with clearly visible main entrances from public sidewalks. Visual impacts associated with above grade utilities should be mitigated.

Policy 3 of Section 4.6.5 states that development shall minimize conflict between vehicles and pedestrians and improve the attractiveness of the public realm by internalizing all servicing, loading areas, mechanical equipment and utilities into the design of the building, and by accommodating space on the site for trees, where possible.

Policy 4 of Section 4.6.6 states that amenity areas shall be provided within residential development to serve the needs of all age groups, and in consideration of all seasons, taking into account future climate conditions.

Policy 6 of Section 4.6.6 states that low-rise buildings shall be designed to respond to context, and transect area policies, and shall include areas for soft landscaping, main entrances at-grade, front porches or balconies, where appropriate. Buildings shall integrate architecturally to complement the surrounding context.

**The concept plan meets the applicable urban design policies of Section 4.6 of the Official Plan. In particular, the concept is located to frame and face the Innes Road right-of-way; locates all parking underground and visually mitigates the drop-off area and parking garage entrance by incorporating upper floors that extend over the drop-off area and driveway; includes both indoor and outdoor communal amenity space; and includes soft landscaping and a main entrance at-grade. The proposed low-rise built form will integrate well with the surrounding low-rise area.**

### 5.3 Urban Design Guidelines for Development along Arterial Mainstreets

Approved by Council in May 2006, the Urban Design Guidelines for Development along Arterial Mainstreets provide urban design guidance at the planning application stage in order to assess, promote and achieve appropriate development along Arterial Mainstreets.

The proposed development concept achieves the following guidelines:

- / Locate new buildings along the public street edge (Guideline 1);
- / Use buildings, landscaping and other streetscape elements to create continuous streetscapes (Guideline 4);
- / Set new buildings 0 to 3.0 metres back from the front property line, and 0 to 3.0 metres back from the side property line for corner sites, in order to define the street edge and provide space for pedestrian activities and landscaping (Guideline 6);
- / Design new development to be compatible with the general physical character of adjacent neighbourhoods. Protect the positive elements of the existing fabric including significant buildings, existing trees, pedestrian routes, public facilities and pedestrian amenities (Guideline 7);
- / Design the built form in relation to the adjacent properties to create coherent streetscapes (Guideline 12);
- / Ensure that buildings occupy the majority of the lot frontage. If the site is on a corner, situate the building at the lot line with the entrance at the corner (Guideline 13);
- / Locate surface parking spaces at the side or rear of buildings. Provide only the minimum number of parking spaces required by the Zoning By-law (Guideline 27).

It should be noted that the proposed design is conceptual; a more detailed design at a Site Plan Control stage will consider and meet several additional Urban Design Guidelines for Development along Arterial Mainstreets.

## 5.4 City of Ottawa Zoning By-law (2008-250)

Per Figure 13 below, the subject property is split zoned, with the majority of the subject property being designated “Light Industrial Subzone 2, Height Limit of 14 metres” (IL2 H(14)) and the parcel to be rezoned being designated “Light Industrial Subzone 2, Height Limit of 14 metres with a holding zone”.



Figure 13: Zoning map of the subject property and surrounding area (subject property outlined in blue; lands to be rezoned outlined in orange)

The purpose of the IL zone is to:

- 1) permit a wide range of low impact light industrial uses, as well as office and office-type uses in a campus-like industrial park setting, in accordance with the **Employment Area** designation of the Official Plan or, the **General Urban Area** designation where applicable;
- 2) allow in certain **Employment Areas** or **General Urban Areas**, a variety of complementary uses such as recreational, health and fitness uses and service commercial (e.g. convenience store, personal service business, restaurant, automobile service station and gas bar), occupying small sites on individual pads or in groupings as part of a small plaza, to serve the employees of the **Employment** or **General Urban Area**, the general public in the immediate vicinity, and passing traffic;
- 3) prohibit retail uses in areas designated as **Employment Area** but allow limited sample and showroom space that is secondary and subordinate to the primary use of buildings for the manufacturing or warehousing of the product;
- 4) prohibit uses which are likely to generate noise, fumes, odours, or are hazardous or obnoxious; and
- 5) provide development standards that would ensure compatibility between uses and would minimize the negative impact of the uses on adjacent non-industrial areas.

It is Fotenn’s understanding from our pre-application consultation with City staff that the holding zone is related to servicing. A Serviceability Report prepared by Novatech and enclosed under separate cover as part of this submission confirms that water, sanitary, and storm servicing can all be provided for the proposed development.

Given the proposed development and its planned context along a Mainstreet Corridor, the northeast portion of the subject property is proposed to be rezoned to Arterial Mainstreet Subzone 10, Height Limit of 13.5 metres, with a site specific exception (AM10 H(13.5) [XXXX]).

The purpose of the AM zone is to:

- 1) accommodate a broad range of uses including retail, service commercial, offices, residential and institutional uses in mixed-use buildings or side by side in separate buildings in areas designated **Arterial Mainstreet** in the Official Plan; and
- 2) impose development standards that will promote intensification while ensuring that they are compatible with the surrounding uses.

The AM10 zone permits a wide variety of residential uses and non-residential uses, including the proposed uses (dwelling unit and retail store).

As per the table below, the proposed concept plan complies with the base provisions of the AM10 zone.

Zoning Mechanism	Requirement	Proposed	Compliance
<b>Minimum Lot Width</b>	No minimum	30.67 m	Yes
<b>Minimum Lot Area</b>	No minimum	1,165.5 m <sup>2</sup>	Yes
<b>Minimum Front Yard Setback</b>	0 m	1.8 m	Yes
<b>Minimum Frontage</b>	At least 50% of the frontage along the front lot line must be occupied by building walls located within 3 metres for mixed use buildings	> 50% of the frontage along the front lot line is proposed to be occupied by a building wall within 3m of the front lot line	Yes
<b>Minimum Rear Yard Setback</b>	For a mixed-use building not abutting a street or residential zone: no minimum	4.5 m	Yes
<b>Minimum Interior Side Yard Setback</b>	Not abutting a residential zone: no minimum	East: 1.5 m West: 0 m (1 <sup>st</sup> floor); 3 m (2 <sup>nd</sup> -4 <sup>th</sup> floors)	Yes
<b>Maximum Building Height</b>	More than 30 metres from a property line abutting a R1-R4 zone: 30 m	13.5 m	Yes
<b>Minimum Building Height</b>	For a mixed-use building within 10m of a front lot line: <ul style="list-style-type: none"> <li>- minimum ground floor height: 4.5m</li> <li>- minimum building height: 7.5m, and two storeys</li> </ul>	<ul style="list-style-type: none"> <li>- Ground floor height: 4.5m</li> <li>- Minimum building height: 13.5m, and four storeys</li> </ul>	Yes

Zoning Mechanism	Requirement	Proposed	Compliance
<b>Ground Floor Façade</b>	A ground floor façade facing a public street of a building located within 4.5m of the front lot line must include: <ul style="list-style-type: none"> <li>– a minimum of one active entrance from each individual occupancy located immediately adjacent to the front lot line (non-residential uses)</li> </ul>	The building façade facing Innes Road includes an active entrance from the ground floor commercial unit immediately adjacent to the front lot line	Yes
<b>Maximum Floor Space Index</b>	No minimum (see Table 185(g))	~1.9	Yes
<b>Ground Floor Façade Glazing</b>	Minimum of 50% of the surface area of the ground floor façade up to a height of 4.5m facing a public street must be comprised of transparent glazing and active entrance access doors	Will meet requirement	Yes
<b>Minimum Amenity Area</b>	Total (6 m <sup>2</sup> per unit): 180 m <sup>2</sup> Communal (3 m <sup>2</sup> per unit): 90 m <sup>2</sup>	Total: 273 m <sup>2</sup> (all communal)	Yes
<b>Minimum Required Parking Area C</b>	Residential (1 per unit): 30	49	Yes
	Visitor (0.2 per unit): 6		
	Retail (3.4 per 100m <sup>2</sup> GFA): 5		
	<b>Total: 41</b>		
<b>Minimum Driveway and Aisle Width</b>	6 m	6 m	Yes

Per the above, the proposed concept is compliant with the provisions of the AM10 zone, however it is our understanding that staff would prefer to add a site-specific exception that would stipulate a maximum height of 13.5 m and an increased rear yard setback of 4.5 m (above and below grade) to ensure there is sufficient space for viable rear yard tree planting.

## 5.5 Parkland Dedication

The City's Parkland Dedication By-law (2022-280) outlines the conveyance requirements for parkland dedication pursuant to Sections 42, 51.1 and 53 of the Planning Act.

Per the City's Parkland First Policy, the City will, as a first priority in the development review process, request the dedication of parkland over Cash in Lieu of Parkland (CILP). However, on development or redevelopment sites that generate less than 400 square metres of parkland, City staff is to generally take CILP. City staff have indicated through the pre-application consultation process that CILP is being requested for the subject property.

Per Section 4(2)(b) of the Parkland Dedication By-law, where land is developed for a mix of uses within a building (as is the case for the proposed concept), the required conveyance shall be the cumulative sum for each use, as calculated using the applicable rate prorated proportionally to the gross floor area allocated to each use.

The below table outlines the required conveyance based on the proposed concept's residential and commercial Gross Floor Areas. The conveyance rates identified below are as outlined in the Planning Act.

Use	Dedication Rate	Percentage of total Gross Floor Area
<b>Residential</b> (Residential density greater than 18 dwelling units/net hectare)	Dwelling units within a mixed use building (as defined by the Zoning By-law) of four storeys or less: 1 hectare per 1,000 dwelling units (for cash-in-lieu of parkland); the requirement conveyance shall not exceed an amount equivalent to 10% of the gross land area	2,130 m <sup>2</sup> (~94%)
<b>Commercial</b>	Cash-in-lieu of parkland: 2% of the gross land area	137 m <sup>2</sup> (~6%)

Per the above, it is our understanding that conveyance for 94 per cent of the subject property's land area will be calculated using the residential rate outlined above, with the remaining 6 per cent to be calculated using the commercial rate outlined above. The anticipated parkland dedication (again, based on the proposed concept) for the subject property would be as follows:

	Rate	Required Dedication
<b>Residential</b>	10% of 94% of 1,165.50 m <sup>2</sup>	109.6 m <sup>2</sup>
<b>Commercial</b>	2% of 6% of 1,165.50 m <sup>2</sup>	1.4 m <sup>2</sup>
<b>Total</b>		<b>111 m<sup>2</sup></b>

It is important to note that the exact amount of cash-in-lieu of parkland dedication will be determined at a later date, as a condition of redevelopment of the subject property (i.e. through a Site Plan Control application).

## 6.0 Supporting Studies

In addition to this Planning Rationale and Design Brief, the following studies have also been prepared and enclosed under separate cover in support of the Zoning By-law Amendment application:

### 6.1 Serviceability Report, prepared by Novatech, dated December 20, 2023

Novatech has been retained to prepare a Serviceability Report for the subject property. The purpose of this report is to demonstrate that the proposed development can be serviced with the existing Municipal infrastructure surrounding the property.

The principal findings and conclusions of this report are as follows:

- / Water servicing, including both domestic and fire protection, can be provided by connecting to the existing 400mm dia. watermain infrastructure within Innes Road.
- / Sanitary servicing can be provided by installing the proposed 200mm dia. sanitary service and outletting to the existing sanitary sewer infrastructure within Innes Road.
- / Storm servicing can be provided for the proposed development utilizing an on-site stormwater storage tank and/or flow-controlled roof drains outletting to the existing storm sewer infrastructure within Innes Road.
- / Quantity control of stormwater can be provided through storage of stormwater in the proposed underground storage tank and a combination of flow-controlled roof drains with rooftop storage.
- / Stormwater runoff from rooftop drainage and landscaped areas is generally considered clean, thus the proposed development will not require additional quality control measures.
- / Temporary erosion and sediment control measures will be required during construction.

### 6.2 Phase I Environmental Site Assessment, prepared by Paterson Group, dated November 13, 2023

Paterson Group was retained by Glenview Homes to conduct a Phase I Environmental Site Assessment (ESA) for the property addressed 3646 Innes Road in the City of Ottawa, Ontario. The purpose of this Phase I ESA was to research the past and current use of the subject site and the Phase I Study Area and to identify any environmental concerns with the potential to have impacted the Phase I Property.

According to the historical research, the Phase I Property was first developed for residential purposes between 1944 and 1952 and has been used for that purpose until 2008. The historical use of the surrounding lands has consisted of primarily residential with some commercial use. Several historical off-site potentially contaminating activities (PCAs) were identified within the Phase I Study Area. Based on orientation and/or separation distances, these off-site PCAs are not considered to represent APECs on the Phase I ESA Property.

Following the historical research, a site visit was conducted. The Phase I ESA Property is currently occupied by a homes sales centre and associated gravel parking lot. No PCAs were identified on the Phase I ESA Property.

Neighbouring land use in the Phase I Study Area consists primarily of residential with some commercial (retail, restaurant, hair salon) and community (Montfort Renaissance, sports field, church) land use. One existing off-site PCA was identified within the Phase I Study Area, located at 3682 Innes Road, however, based on its separation distance and cross-gradient orientation, it is not considered to have an environmental impact on the Phase I property.

Based on the findings of the assessment, it is Paterson Group's opinion that a Phase II Environmental Site Assessment is not required for the Phase I property.

### 6.3 Geotechnical Investigation, prepared by Paterson Group, dated July 13, 2023

Paterson Group (Paterson) was commissioned by Glenview Homes to prepare a Geotechnical Investigation Report for the proposed development.

The objectives of the Geotechnical Investigation Report are to:

- / Determine the subsoil and groundwater conditions at this site by means of boreholes.
- / Provide geotechnical recommendations pertaining to the design of the proposed development including construction considerations which may affect the design.

From a geotechnical perspective, the subject site is suitable for the proposed development. The proposed building is recommended to be founded on conventional spread footings placed on clean, surface sounded bedrock. Bedrock removal will be required to complete the underground parking levels.

The report provides several other recommendations and observations in addition to the above.

## Public Consultation Strategy

The City of Ottawa has been revising and evolving their Pre-application Consultation Policy for development applications since July of 2023. The following consultation steps have been or will be undertaken since that time.

- / Pre-Application Consultation Meeting
  - A formal Pre-application Consultation Meeting was held with City Staff and the applicant team on February 9, 2023.
  - Subsequent submissions and consultations have occurred since the original Pre-application Consultation with the most recent occurring in April 2024.
- / Notification of Ward Councillor
  - The Ward Councillor was informed of the proposed application by Glenview prior to our initial Phase 3 Pre-Consultation submission.
  - The Ward Councillor will also be notified by the City of Ottawa's "Heads Up" e-mail once this formal application is received.
- / City of Ottawa Public Notification Process
  - A 'Heads Up' notification to any local registered community association will be completed by the City of Ottawa during the formal application process.
  - Signs will be posted by the City on the subject property.
- / Community Information Session
  - If requested by the Ward Councillor, the applicant team will participate in a community information and comment session to discuss the proposed development.
  - It is anticipated that the Ward Councillor would provide notice to residents via the ward website and newsletter, Facebook, and Twitter.
  - It is anticipated that the community information session may be held in an online format such as a Zoom webinar or another similar platform.
- / Planning Committee Meeting Advertisement and Report Mail out to Public
  - Notification for the statutory public meeting will be undertaken by the City of Ottawa in accordance with the Planning Act.
- / Statutory Public Meeting for the Zoning By-law Amendment
  - The statutory public meeting will take place at a meeting of the City of Ottawa's Planning and Housing Committee.

## 8.0 Conclusion

In considering the proposed amendment and applicable policy framework, it is our professional opinion that the enclosed Zoning By-law Amendment application to rezone the northeast portion of the subject property to Arterial Mainstreet Subzone 10, Height Limit of 13.5 Metres, with a site-specific exception, represents good planning and is in the public interest for the following reasons:

- / The proposed amendment is consistent with the Provincial Policy Statement 2020, proposing the rezoning of a property within a built-up area with transit access, where infrastructure and services are planned or available;
- / The proposed amendment conforms to the City of Ottawa Official Plan policies, particularly as they relate to the Suburban Transect, the Mainstreet Corridor designation, and urban design.
- / The proposed Arterial Mainstreet Subzone 10, with a site specific exception is appropriate, given the subject property's location along a Mainstreet Corridor. Although conceptual at this stage, the proposed plan meets all of the provisions of the AM10 zone in the City of Ottawa Zoning By-law (2008-250);
- / The concept plan advances the City's Urban Design Guidelines for Development along Arterial Mainstreets;
- / The proposed amendment is supported by the submitted plans and technical studies.

Sincerely,



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Senior Planner



Brian Casagrande, MCIP RPP  
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